



STEWART WARNER NEW FUEL PUMP MODELS



Stewart Warner is pleased to announce the introduction of our new upgraded Fuel Pump models! The new models will provide overall improved versatility and durability. Additionally, the new models will be compatible with today's commercially available pump grade gasoline, gasohol, diesel or bio-diesel.

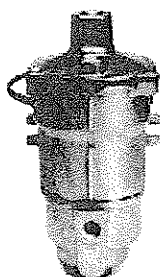
STANDARD FEATURES - ALL MODELS

- Current requirement: < 2 amps average
- Reverse polarity protected up to 60 minutes
- Self priming (dry lift) of more than 120 cm (48")
- Dry run to four (4) hours
- Compatible with all commercially available pump grade gasoline, gasohol, diesel or bio-diesel
- Operating temperature: -40 ~ +70C (-40 ~ +155F)
- Transient voltage protected to 100 volts
- U.S. Coast Guard 16623-1 and 16623-2 approved
- European CE Standards EN 61000-6-2 and EN 6-3-2100 approved
- Inlet and outlet thread sizes: 1/8-27 NPSF

Cross Reference - Old PN to New PN

Old SW PN	New SW PN	Description
82050	82091	*12V, 8 psi, flow to 60 gph, neutral ground
82051	82095	*12V, 6 psi, flow to 55 gph
82052	82091	*12V, 8 psi, flow to 60 gph, neutral ground
82054	82093	*24V, 8 psi, flow to 60 gph
82055	82092	12V, 7.5 psi, flow to 60 gph, corrosion resistant coating for marine use
82057	82094	12V, 4.5 psi, flow to 60 gph, corrosion resistant coating for marine use
235A-D	82089	*12V, 4.5 psi, flow to 52 gph, one-piece aluminum fuel bowl, clear dichromate finish
235B-D	82090	*6V, 4.5 psi, flow to 52 gph, one-piece aluminum fuel bowl, clear dichromate finish
N/A	82960	Service Kit for all fuel pumps listed above
82053	82053	Filter/Gasket Kit still available for service of old PN: 235A-D
82058	82058	Filter/Gasket Kit still available for service of old PN: 82055

* Pumps notated with * include a tie-off kit. Two-wire pump may be converted to a one-wire pump.
Note: New PN 82091 replaces both old PNs 82050 and 82052

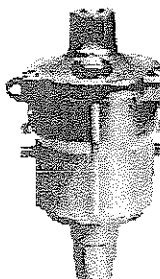


82091, 82092, 82093 and 82094 Unique Features

For applications where battery life, low noise and best durability are important and fuel quality is questionable

- Flow: to 60 gph (225 lph)
- Ampere hours: up to 70% less than 82089, 82090 and 82095
- Continuous duty life (diesel fuel): > 18,000 hrs
- Weight: 1.83 lbs (0.83 kg)
- Pump cycles only when fuel is demanded
- Replaceable filter

82091, 82092, 82093, 82094, 82095



82095 Unique Features

For applications where low cost and better durability are important and fuel quality is questionable

- Flow: to 55 gph (210 lph)
- Continuous duty life (diesel fuel): > 10,000 hrs
- Weight: 1.83 lbs (0.83 kg)
- Pump cycles continuously when power is on
- Replaceable filter

82089, 82090

82089 and 82090 Unique Features

For applications where low cost and good durability are required.

- Flow: to 52 gph (190 lph)
- Continuous duty life (diesel fuel): > 5,000 hrs
- Weight: 1.63 lbs (0.74 kg)
- Pump cycles continuously when power is on

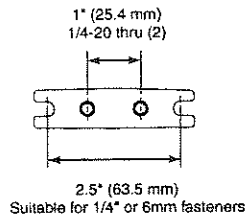
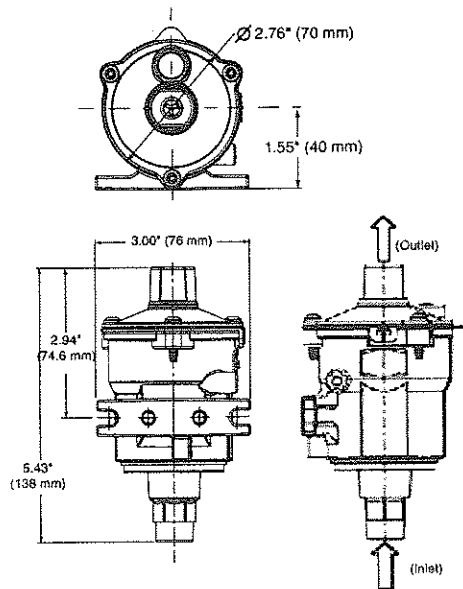


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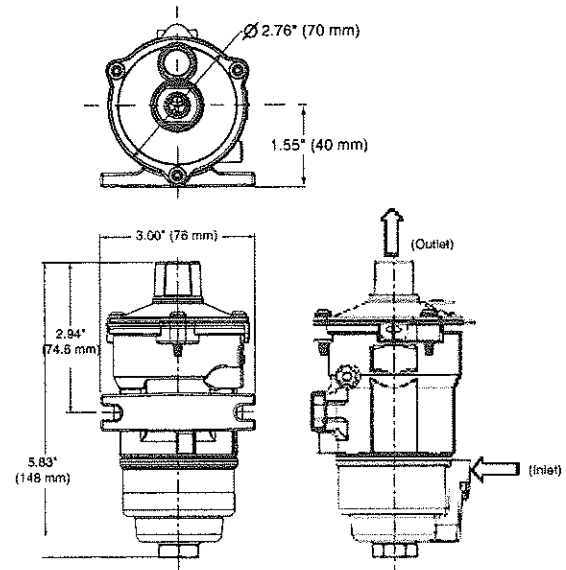


OVERALL DIMENSIONS, MOUNTING DETAILS AND FITTING LOCATIONS

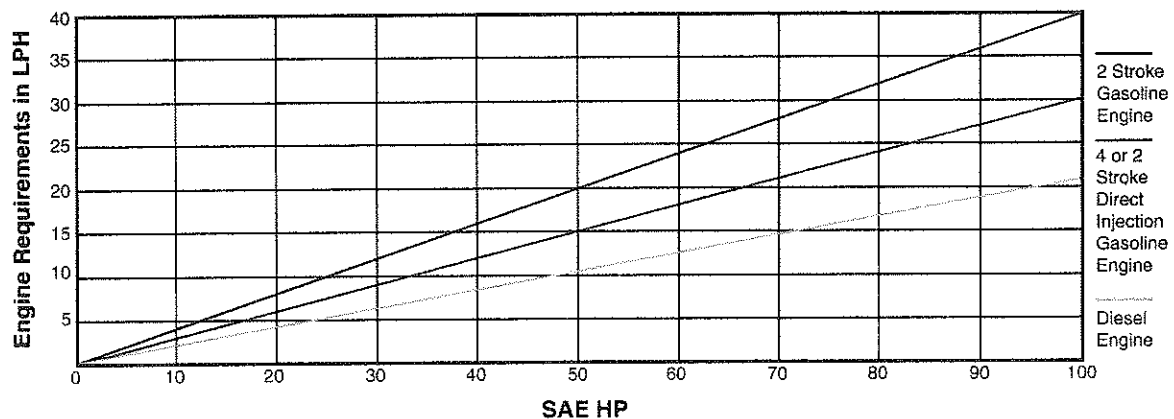
82089, 82090



82091, 82092, 82093, 82094, 82095;



FUEL PUMP SIZING GUIDELINES



To calculate pump size requirements:

- 1) Engine fuel requirements (in lph) shown in the above chart is an approximation based on the following calculation:
 - a. Two Stroke engines = (HP)(.40) (based on BSFC of .67#/HP/HR)
 - b. Four stroke or direct injected two stroke engines = (HP)(.30) (based on BSFC of .50#/HP/HR)
 - c. Diesel engines = (HP)(.25) (based on BSFC of .42#/HP/HR)
- 2) Consider an additional hot fuel (for gasoline applications) allowance of up to 30% (application specific)
- 3) Consider an additional fuel allowance for injector pump cooling (diesel applications only)
- 4) Consider an additional safety allowance for certain applications where fuel lines, filters, etc create abnormal pressure losses (confirmation by testing recommended)